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Agreement Between Government of Canada and Government of Alberta Re: Inter 1
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I. Canada Dept of Regional and Economic Expansion

AGREEMENT

between

THE GOVERNMENT OF CANADA

and

THE GOVERNMENT OF THE PROVINCE OF ALBERTA

RESPECTING

AN INTERIM PROGRAM OF CONSTRUCTION

AND

UPGRADING OF SPECIFIED TRANSPORTATION FACILITIES
IN

REMOTE COMMUNITIES, AND AREAS WITH
HIGH PROVEN RESOURCE DEVELOPMENT
POTENTIAL IN ALBERTA

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A G R E E M E N T

AGREEMENT BETWEEN THE GOVERNMENTS OF CANADA AND
THE PROVINCE OF ALBERTA MADE AS OF THE DAY
OF AUGUST, 1974 RESPECTING AN INTERIM PROGRAM OF
CONSTRUCTION AND UPGRADING OF SPECIFIED TRANSPORTA-
TION FACILITIES IN REMOTE COMMUNITIES, AND AREAS
WITH HIGH PROVEN RESOURCE DEVELOPMENT POTENTIAL

Preamble

- 1.0 In recognition of their respective responsibilities and based upon the expected social and economic benefits to be gained from improving specified high-ways and other transportation facilities serving remote communities, and areas with high proven resource development potential, the Government of Canada agrees to contribute up to 50 percent of the cost of constructing highways and other transportation facilities (as set out in Schedule "A") in Alberta.
- 1.1 The Ministry of Transport will contribute one half of the federal share of the costs in this agreement to a maximum of \$2,500,000 as part of the Western Economic Opportunities Conference commitment for transportation access in support of industrial and socio-economic development in Alberta.
- 1.2 The Canada Department of Regional Economic Expansion will contribute one half of the federal share of the costs in this agreement, to a maximum of \$2,500,000, as a part of its commitment to the Government of Alberta, through the General Development Agreement of March 6, 1974, which has as its objectives: to improve opportunities for productive employment and access to those opportunities in areas or economic sectors of Alberta which, relative to other areas or sectors in Alberta, require special measures to realize development potential; and to promote balanced development among areas of Alberta and to encourage the equitable distribution of the benefits of such development. It is expected that the transportation development under this agreement will complement other economic and socio-economic development initiatives in Alberta to be planned and undertaken through subsidiary agreements under the General Development Agreement.

- 1.3 This agreement is in effect during the 1974-75 fiscal year, which covers the first year of a 5-year program. Agreement on the remaining 4 years of the program is contingent upon a joint Government of Canada, Province of Alberta study of the overall transportation needs of Alberta. Upon successful completion of the first 5-year program, negotiations for a second 5-year program will be initiated.
- 1.4 This agreement will be supported and complemented by a further agreement arising from resolutions of the Western Canadian Transport Ministers, supplemented by the Provincial Highways Ministers and the Minister of Transport for Canada on December 13, 1973 respecting the sharing in the cost of planning and constructing a suitable alternative to or the expansion of the Trans-Canada Highway and of Highway 16 in British Columbia and Alberta, to ensure the continuation of an adequate level of service for east-west transportation essential to the economic and social development of Western Canada.

Subject Matter

- 2.0 Schedule "A" contains a list of the projects to be undertaken in the fiscal year commencing April 1, 1974 and ending March 31, 1975; and indicates the geographic location, the mileage concerned, where applicable, a list of airfields with a description of the improvements proposed, the total estimated cost of each project, and the federal and provincial shares of this cost.
- 2.1 Canada's obligation with respect to the financing of each project shall be limited to 50% of the total cost for such projects specified in Schedule "A".
- 2.2 Notwithstanding anything in this agreement, the total amount payable by Canada under this agreement shall not exceed with respect to Schedule "A" the amount of \$5,000,000 for contributions in the 1974-1975 fiscal year.

Joint Committee

- 3.0 Canada and the Province will establish a Joint Committee composed of two representatives of each government, whose function it will be to monitor and report on planning, standards, implementation and construction of projects listed in Schedule "A".

Construction and Implementation Procedures

- 4.0 Canada and the Province agree that the Joint Committee shall consult on implementation procedures and financial administration matters including,
- (a) review of standards and preliminary cost estimates;
 - (b) specifications used and final cost estimates;
 - (c) monitoring, adjusting and substituting as necessary of projects or schedules where priorities may be affected by cost changes, construction industry capacity limitations, or other factors;
 - (d) financial administration procedures, identification of shareable costs, payment schedules and other financial matters;
 - (e) such other matters as are covered by the General Development Agreement.

Relationship with Municipalities

- 5.0 It is specifically agreed that the Government of Canada will not negotiate with any Municipal Government affected by the general terms of this agreement.

General

- 6.0 No member of the Senate or the House of Commons or of the Legislative Assembly of Alberta shall be admitted to any share or part of any contracts, agreement, or commission made pursuant to this agreement, or to any benefit to arise therefrom.
- 6.1 It is understood and agreed that all funds committed hereunder by Canada are conditional upon the appropriation of moneys for this purpose by the Parliament of Canada.
- 6.2 Canada hereby agrees that this agreement shall be exempt from the provisions of the Fair Wages and Hours of Labour Act.

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Agreement

7.0 Nothing in this agreement is intended to alter the respective jurisdictional authorities over highways, other transportation facilities or other related matters as they presently exist. This agreement shall not be construed so as to vest in Canada any proprietary interest in highways, and the maintenance of these facilities shall remain a responsibility of the Province. The normal Federal/Provincial responsibility for airfield facilities construction and maintenance shall not be changed.

7.1 These terms are subject to Federal and Provincial Cabinet submission and approval.

IN WITNESS WHEREOF, this agreement has been executed behalf of Canada by the Minister of Transport and the Minister of Regional Economic Expansion and on behalf of the Province by the Minister of Federal and Intergovernmental Affairs, the Minister of Highways and Transport and the Minister of Industry and Commerce.

GOVERNMENT OF CANADA

Orinichell Racette
Witness

Minister of Transport
D. D. Jamieson
Minister of
Regional Economic Expansion

G. H. M. Selous
Witness

PROVINCE OF ALBERTA

L. Spik
Witness

Minister of Federal and Intergovernmental Affairs
Don R. Kelly

C. J. Wittup
Witness

Minister of Highways and Transport
Chapman Kopeck

Leslie Richardson
Witness

Minister of Industry and Commerce
C. H. Kopeck

ALBERTA - NORTH TRANSPORTATION

Geographic Description	Mile to Mile Length Control Section	Miles	Description of Work	Estimated Cost (\$,000)	Canada Share		Remarks
					1974-75 Fiscal Year (\$,000)		
1. High Level to Hutch Lake (Mackenzie Highway)	0.18 - 20.00	19.82	Stabilized Gravel Base Course	1,560	780		Primary access Northwest Territories & resource development
2. N. Wandering River to East of May Tower	31.17 - 34.33 0.00 - 22.00	25.16	Paving	1,080	540		
3. E. May Tower North House River	22.00 - 29.16 0.00 - 5.36	12.52	Soil cement base course & asphaltic concrete paving	1,400	700		Major energy resource development to Fort McMurray Tar Sands and support community.
4. S. Mariana Lake to Algar Tower	19.36 - 27.21 0.00 - 7.65	15.50	Soil cement base course	1,250	625		Urgency in energy resource fuels has resulted in accelerated schedule.
5. Algar Tower to S. of 22nd Base Line	7.65 - 23.50	15.85	Soil cement base course	1,160	580		
6. S. of 22nd Base Line to S. of Hangingstone River	23.50 - 29.80	15.15	Soil cement base course & asphaltic concrete paving	2,010	1,005		
7. GCOS - Syncrude Plant to S. Ft. MacKay		5.00	Grading	530	265		Access to Ft. MacKay & resource development
8. Jct. Highway No. 16 - Jarvis Lake	0.00 - 12.00	12.00	Stabilized gravel base course	1,160	580		Access to coal resources & Town of Grande Cache

<u>Geographic Description</u>	<u>Length Control Section</u>	<u>Miles</u>	<u>Description of Work</u>	<u>Cost (\$,000)</u>	<u>Fiscal Year (\$,000)</u>	<u>Remarks</u>
9. E. of Three Creeks to S. of Cadotte River (Range 17 & 18)		12.00	Grading	310	155	Access to isolated community
10. N. Carson Lake to S. of Judy Creek	16.5 - 26.6	10.10	Grading	700	350	Community access and resource development
11. Wabasca River to E. of Wadlin Lake		15.10	Right-of-way clearing	284	142	Timber resource and isolated community access
12. Athabasca to South of Calling Lake		11.80	Grading	780	390	Trunk access to timber resources recreation areas & isolated community
13. Lawrence River Bridge and approaches			Bridge and approach construction	180	90	Access to west of Lawrence River Jean D'Or Indian Reserve and extension of Highway 58.
14. Silver Summit to Athabasca River		20.20	Right-of-way	344	172	
15. Owl River Bridge and approaches			Bridge Construction	150	75	Commencing access to resource development & isolated Native Settlements, Janvier, Chard, etc.

<u>Geographic Description</u>	<u>Mile to Mile Length Control Section</u>	<u>Description of Work</u>	<u>Estimated Cost (\$,000)</u>	<u>Canada Share 1974-75 Fiscal Year (\$,000)</u>	<u>Remarks</u>
16. Ft. McMurray to airport road to rail marshalling yard east of Waterways (Draper)	3.0	Grading	500	250	Access to rail marshalling and to deliver to tar sands development.
17. Timber resource access to Mitsue Industrial Park	W-SW 5-73-4-5	Bridge construction	200	100	Access to major oil and timber resource requires bridge capable of regular loadings in winter in excess of 100,000 lbs.
18. Imperial Mills to Heart Lake I.R. No. 167	0.00 - 6.10	Grading and bridge construction	188	94	Access to Indian Reserve, School Bussing and Health Service.
A1 Barrhead		Extend runway from 2,650' to 4,500'. Black top runway Bldg.-Washroom Waiting Room & Office Runway lighting	213	106.5	Upgrade present turf airstrip to an industrial airport.
A2 Rainbow Lake		Improve runway drainage. Resurface 4000' of runway with asphalt	165	82.5	Upgrade airport runway in presently deteriorated condition.

Geographic Description	Mile to Mile Length Control Section	Miles	Description of Work	Estimated Cost (\$,000)	Canada Share 1974-75 Fiscal Year (\$,000)		Remarks
A3 Lac La Biche			Extend present runway from 4,300' to 5,000'. Convert from turf to gravel.	275	137.5		Lengthen runway and provide heavy duty surface for forest protection water bombing and operating base for same.
A4 Ft. Vermillion			Extend runway from 3,000' to 5,200'. Lighting, Radio Aids, Blacktop runway.	275	137.5		Lengthen and pave runway, upgrade to industrial airport.
				14,314	7,342		

NOTE: Right-of-way clearing projects and bridge construction projects will generally be undertaken during the winter of 1974-75. All other projects scheduled to commence early this spring, contracts being called for the purpose.



ALBERTA

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